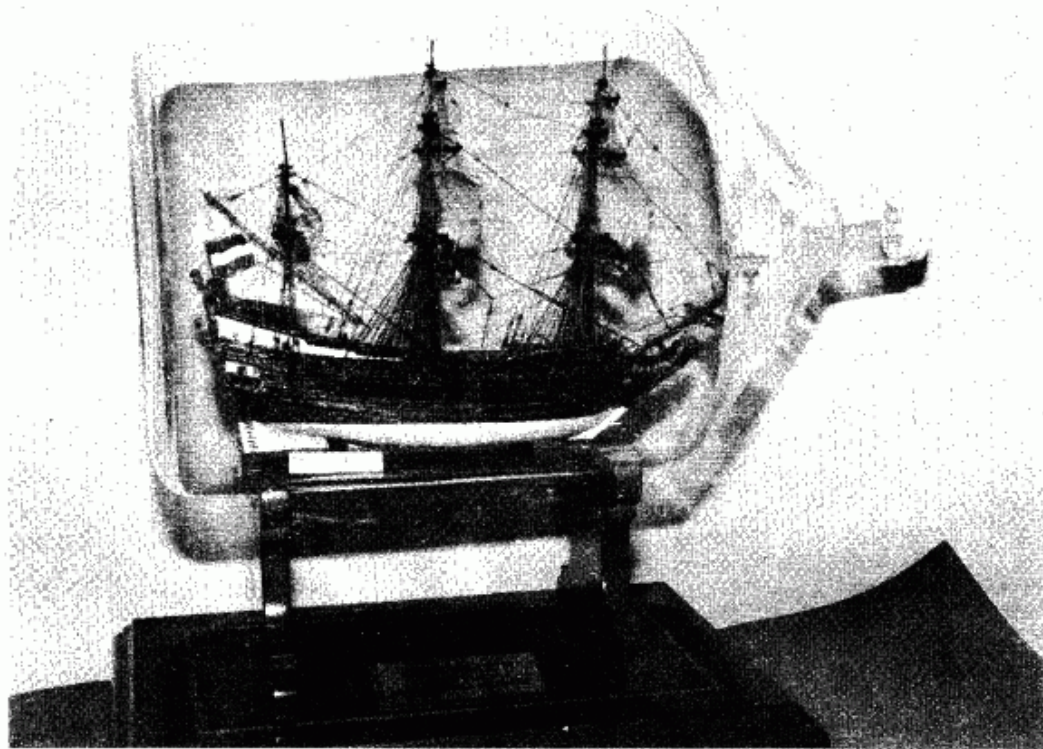




1995-2



**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA**

The Bottle Shipwright

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships in bottles.

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ARTICLES & PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 5075 FREEPORT DRIVE, SPRING HILL, FLORIDA 34606 U.S.A. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material, but the Association cannot be held responsible for loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. **WRITTEN AND SIGNED PERMISSION MUST ACCOMPANY ANY MATERIALS SUBMITTED.** Articles taken from another publication will not be used without express written permission, from that publication. A copy of the permission slip to be used appears in each issue of THE BOTTLE SHIPWRIGHT. Anyone submitting materials for publication in The Bottle Shipwright, may make as many photo copies as needed, or obtain additional copies, by sending a S.A.S.E. to the Editor at the address above.

DEADLINE for submission is the second month of each quarter.



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There are a very limited number of 10th Anniversary full color back issues available from Saul Bobroff, at a cost of \$10.00 each. First come first served. Overseas members add \$2.00 for shipping/handling.

George Pinter has a few original unfolded/stapled copies of the 10th Anniversary cover-suitable for framing-available, at the cost of \$25.00 per each which includes shipping/handling. Write to George at 59 Prospect Rd., Plympton, Ma. 02367

The Bottle Shipwright

Volume 13. Number 2.

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FROM THE PRESIDENT
ALL HANDS.....Frank Skurka
FROM THE MEMBERS
FROM THE EDITOR
LET GEORGE HELP YOU DO IT.....George Pinter
DETAILS.....Bill Westervelt

ON THE COVER - Prins William by
Juan Rodriguez Del Barrio.

BACK COVER - Maryland Chapter of SIB
AA Display at Navy Yard Museum DC.

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THAT IS ALL!

.....ATTENTION ON DECK! THIS IS THE CAPTAIN!!

From the information received from Rick Hegge regarding the Fall Eastern Region Conference being put on by the Maryland Chapter at St. Michaels, the event is shaping up to be a most interesting and informative one, with excellent speakers and demonstrations being set up. The Chesapeake Maritime Museum is a Nautical site which lends itself nicely to an event such as the one being planned. For a fine week end, sign up and come to St. Michaels. And we certainly extend a great big Thank You to all the Maryland Chapter for all of the effort that they are expending to make the Conference a success.

I just received a copy of Louis A. Norton's 32 page book entitled "Sailor's Folk Art Under Glass" which contains sections on Origins of the Art and the World of the Artisans, Folk Art Under Glass, the Container, the Nautical Scene, the Whimsy-in a bottle and the Components of desirability. Published by "Old Saltbox Publishing House Inc. 40 Felt Street Salem Ma. 01970". No price listed in the book.

I have asked Mr. Norton to send you the price per copy so you can advise the members.

HIT THE BOTTLE

Jack

Ray Handwerker

There is still time to sign up for this event, but don't wait till the last minute.

WELCOME ABOARD NEW MEMBERS .

ADDRESS CHANGES .

If I missed anyone, my apologies, and drop me a line for a correction in the next issue.

ADVERTISING RATES.

Here's one address change that I almost missed.
Charles Hand, 217 Rogers Hill Road. Canton
North Carolina. 28716-9533.
Whew ! close one Charles. Hope your son's leg
is completely healed and he is back to normal.

The 1995 Eastern Regional SIBAA Conference

This is an update on the Fall SIBAA Regional Conference. The Regional Conference dates have been set for September 8, 9 and 10 at the Chesapeake Bay Maritime Museum at St. Michael's, Maryland. This is a Friday, Saturday and Sunday. A reception with sandwiches and snacks will be held Friday evening. The workshops will be held all day Saturday and Sunday morning. There will be a guided tour of the museum Friday evening or Saturday. A dinner will be set up for Saturday evening.

A six month SIB display will begin at the time of the Conference. Members are invited to bring their SIB's with them to the Conference.

The following is a list of presentations that will be given at the Conference:

- *Techniques for placing ships in the sea.
- *How to prepare a magazine article.
- *Slides on modern SIB techniques.
- *Putting cars and trucks in bottles.
- *Time saving techniques.
- *Alternative sea techniques.
- *How to make ship wheels and anchors.
- *How to drill a hole in the bottle.
- *Lighting for light houses.
- *Sails that won't crease.
- *Tools and techniques for very small details.
- *Several members will present how they put an SIB in a bottle.

The following is a list of topics to be discussed:

- *Tools and materials.
- *Water base paint pros and cons.
- *Supply sources.
- *Different types of glues and their differences.
- *Workshop design.
- *Modeling materials.
- *What steps to take to get children interested in SIB's.
- *How to increase SIBAA membership.
- *The future of the SIBAA.

If anyone would like to attend the Conference, please write:

The Maryland Chapter of the SIBAA
Rick Hegge - President
22040 Holiday Dr.
Smithsburg, MD 21783

March 28, 1995

The Maryland Chapter of the SIBAA Spring Meeting

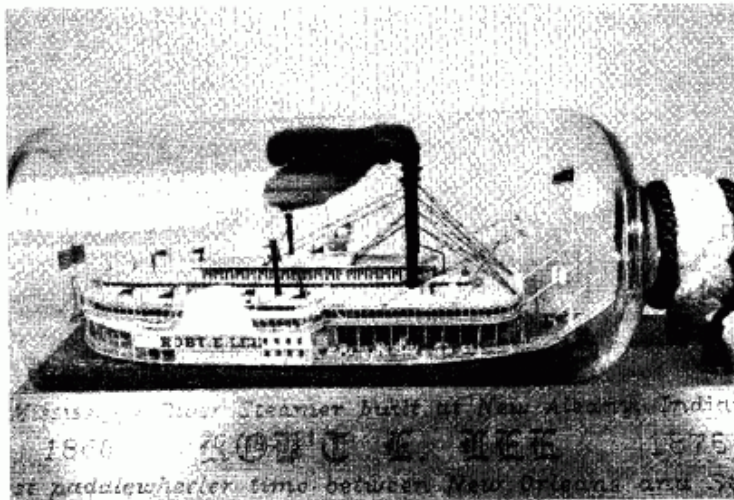
The Maryland Chapter of the SIBAA held its last meeting on March 11. Discussions of the meeting were on the Regional Conference, location of upcoming displays and other SIB related topics. Members brought their latest SIB's for show and tell.

The members agreed we had received enough responses to go ahead with the Regional Conference. Dates were set for September 8, 9 and 10. The location was tentatively scheduled for the Chesapeake Bay Maritime Museum in St. Michael's, Maryland. Presentations offered and requested by responding members were discussed. Further details will be worked out at the next meeting in June.

Some members brought SIB's to be displayed at the Life Saving Station Museum in Ocean City, Maryland this summer. The Chapter has displayed and given demonstrations there for the last three years. A display is to start at the beginning of April at the Navy Yard Museum in Washington, DC, and run until Labor Day. The members will be given a guided tour of the Museum on April 15. The Regional Conference will be held the weekend after Labor Day. A six month display will begin at the Chesapeake Bay Maritime Museum at that time. Another Maryland Museum, the Calvert County Marine Museum has expressed interest in putting on a display in January or the fall of 1996. The education department at the museums has expressed a desire to have the members give classes or demonstrations.

Other topics discussed were: an April 1 woodcarving show in Philadelphia, an SIB video catalog being offered by an SIBAA member and a picnic at the next meeting.

After refreshments, the members were given a twenty minute slide presentation on how the Robert E. Lee was put in the bottle.



50' UNDERWATER ORDNANCE RESEARCH BOAT

Purpose..... Underwater testing of ordnance
equipment

Capacity..... 8 persons (crew) plus equipment

Length overall..... 50' $\frac{1}{4}$ "

Beam..... 14' $1\frac{1}{2}$ "

Draft..... 4' $3\frac{1}{2}$ " loaded

Full load displacement... 48,000 lbs

Hoisting weight.....

Hoisted by..... Railway

Construction..... Round bottom, wood frames, double
planked

Speed..... 15 knots at full load displacement

Fuel capacity..... 440 gallons

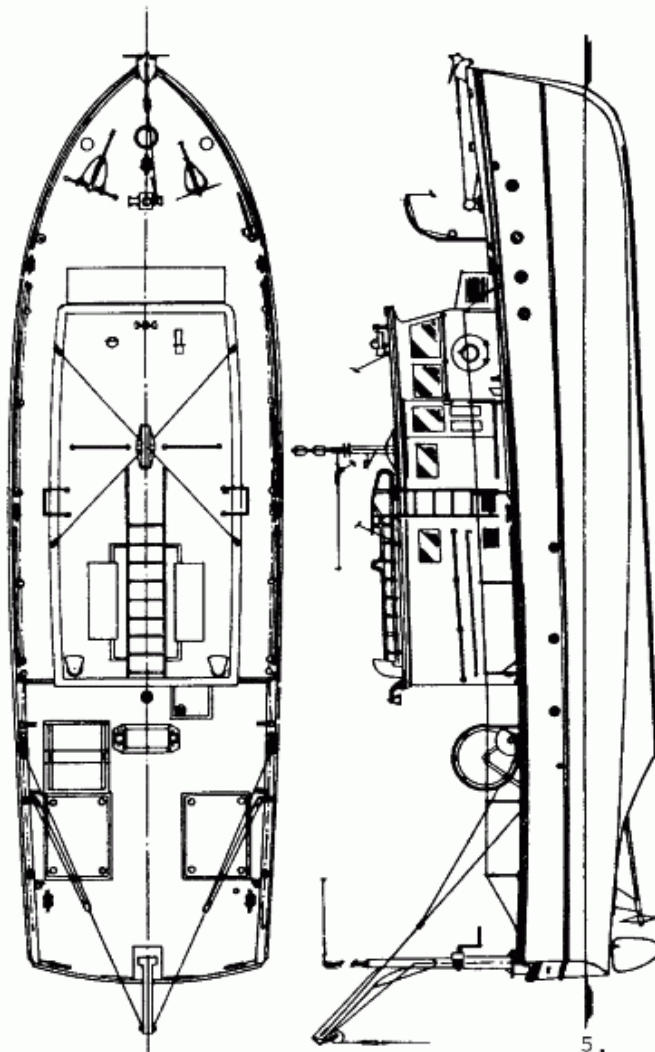
Range..... 200 nautical miles at full power and
full load

NavShips Drawing No..... UOR-50-145-1428933

Stock No.....

Engine details..... Diesel, 6 cylinder, 250 hp. at 2,100
r.p.m., hull cooler, 24-volt elec-
trical system. Stock No. S2815-
540-9669

Propeller details..... One 28" D by 17" P by 2" bore,
rh. rotation



SHARING YOUR BOTTLED MODELS

by

Charles Hand

Why do you do bottled models? Certainly the elements of pleasure and enjoyment from their actual creation are factors. I believe one of the major factors is the enjoyment of sharing the results with others - particularly so for you who are active members of the SIBAA.

There are other ways to share your techniques and finished models. Video tapes are one method, if you have access to such equipment or know someone who does. One suggestion is to interest someone at a school or college that has courses in the use of such equipment.

A more common method is to share photographs of your projects with others. Taking good photos of SIB's is tricky, but worthy of the learning. If photography is alien to you, find someone who's good at it and give them the challenge. Many SIB's I've seen are worth taking to a professional photographer. Good photographs are paramount to any publication efforts as they catch the eye of the editor and reader.

Good sketches of tools and techniques are also useful in published articles. All the members that I'm acquainted with seem very adept at making good sketches. I suspect that's an artistic trait which carries over.

Make notes on your research and experiences of making a SIB. Then flesh those out with words and viola, you've written an article on the subject. In news articles, journalists cover the 5 W's & H: who?, what?, where?. when?, why? and how? But try to make it informative and interesting.

If your English grammar is shaky, get a book on the subject or take a short course. Ask an English teacher to review and comment on your writing - and offer payment for that. Some editors seem oblivious to poor grammar or wording.

Beware of copyright infringement. Always get written permission to use materials from sources.

It's wise to send an inquiry letter and outline to an editor, and ask for a copy of their writers' guidelines. When you submit an article, be willing to part with the items. Things can get lost or misplaced, and mail costs now dictate non-return of items without return postage.

If you get into the field seriously, I'd suggest that you obtain a word-processor which uses a disc. Those are much less costly than a computer and will do all that you need.

The Bottle Shipwright is your association journal and only as good as your inputs. Where are YOUR contributions?

HOLLAND

SHIPS IN BOTTLES.

Unfortunately nothing is known about the first maker of a ship in a bottle. The oldest ship in a bottle (SIB), as far as we know, was made in 1784 in Italy by Gioni Biondo and this SIB was donated by Captain Krüger of Lübeck to the Museum für Kunst und Kulturgeschichte der Hanse Stadt Lübeck, Germany. It is said that this SIB is a so-called ship-owner's model, which was made by a professional modelbuilder. The SIB is numbered 7357 in the museumlist. It is probably a Turkish or a Portuguese three-masted warship. It is put in an egg-shaped bottle, which is placed upside down over a wooden stand.

The oldest SIB in the Netherlands is dated 1795. It is a so-called POON-ship, a one-mast freighter with lee-boards, ranging from 16 to 60 tons. It was also used for regular passenger service. This SIB can be found in the Maritime Museum at Rotterdam.

The SIB became very popular after the fast sailing ships like the clipper were put into service. Consequently most of the antique SIB's which can be found (very scarce) are dated later than 1840.

The first mention of objects in bottles goes back to 1737 in Germany. See a.o. Bauerliche Volkskunst by Siegfried Seidl and see also Berchtesgadner Eingricht by Karl Schuller. Both refer to the "Heiliggeistkugeln" (Holy Ghost glass globes) which still can be admired in many German museums or in private collections. In these "Heiliggeistkugeln" people put an image of their favorite patron saint. The globe was hung above the soupkettle. The steam of the soup condensed against the glass globes and the waterdrops falling back into the soup were the blessings of the saints.

The "Heiliggeistkugel" was not only known in Germany and Austria, but also in France, Scandinavia and many of the East-European countries.

Many objects in bottles had to do with the mining industry. The oldest miners-bottle was made in 1725 and this bottle is on show in the "Thüringer Heimatsmuseum".

Joh.Christ. Kundmann introduces in 1737 in his museum of curiosities (Rariora Naturae et Artis) a bottle showing the interior of two minegalleries, one on top of the other, with miners, tools etc. See Antiquitäten-Zeitung Nr.3, 1985 and Bergmännische Gedulflaschen by Otto Fitz and Peter Huber, Vienna 1995.

We still believe that the first regular SIB was made by an emigrant from Germany, Austria, Czechoslovakia, Hungary or some other country in that part of the world. Or perhaps a Russian, a Pole or a emigrant from Scandinavia. We simply don't know and whether this mystery ever will be solved is also a mystery.

It was originally believed that the art of making SIB's originated from England or Ireland, but extensive investigations through local museums have not revealed any proof that could make good that assertion.

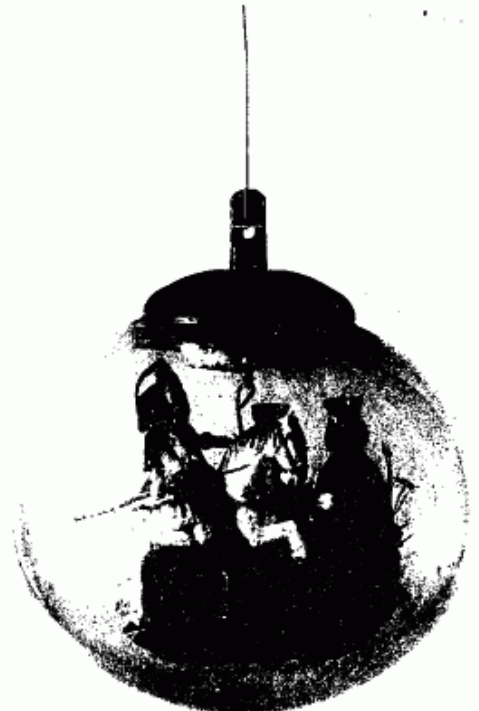
If you have any information that might be helpful for our further research, please contact:

Bob de Jongste, Van Hoornbeekstraat 13, 2582 RA The Hague, Holland.

I thank you in anticipation for your kind assistance!



HOLY GHOST GLASS BULBS. DATED APPROX. MIDDLE 19TH CENTURY.



BOTTLESHIP DOG AND PONY SHOW
Jack Hinkley

One of my favorite things to do is pack up some of my collection of bottleships and take them on the road to give a talk about bottleships to school kids, service clubs or any other group that has requested me to come.

In preparation for a visit I am often asked if I charge a fee for my appearance. Some organizations have a speakers fund and if there is one I ask for my fee. If there is no fund I charge no fee which is always the case of my appearances at schools. When making arrangements I ask for two tables the size of which are almost standard in places in which public meetings are held and in schools. I don't like to work with a microphone either handheld or fixed so I will refuse it if one is offered.

I base my talk on the type of audience to whom I will be talking and how much time I will be given. Schools generally run 40 to 45 minutes or the length of a period. Sometimes more than one period will be allotted and many times a number of classes will be combined. For Service clubs and other adult groups I generally will be asked for between an hour and an hour and a half. I feel that I know my subject and my ships well enough so that I do not have to use notes and I am able to apply my talk to a number of subjects i.e. general history, history of ships in transportation, military ships, ships from other countries (geography for the kids) etc. or just a general talk about the ships that I have brought with me.

I always take along a few of my books and some tools which I demonstrate but I do not take too much time away from the ships talking about them. One "gimmick" that I use with the tools, when speaking to the school kids, is to take along a flashlight in which I have previously placed one of my flashlight bulbs with a tiny two masted ship inside. During the talk about tools I tell the kids that sometimes I have to use the flashlight to check my work and with that I try to turn on the flashlight and when it doesn't work I continue to talk while I take out the bulb. My "...WELL, no wonder it doesn't work" as I show the kids the bulb with the ship in it usually gets the kind of response that makes the effort worthwhile. Other things that appeal to audiences and keeps them interested are a couple of lighthouses that light, or a life raft made from a piece of spaghetti or perhaps a description of some of some wood obtained from historic vessels. Another great "gimmick" with the kids is to call for the best reader in the class and when he or she is picked ask him or her to read one of Juzo Okada's books written in Japanese or Binikowski's book in German and watch the fun. Always remember to use "gimmicks" or tricks to keep the kids alert as their attention span is often limited.

Just before I close the program I reveal the "mystery" of how a ship is put into a bottle using my SIBAA Training Ship HUBBARD to demonstrate. HUBBARD is a larger, full hull model which is mounted on a wooden base and she is built so that the deck and masts may be lifted off of the hull in one piece so that the difference between full hull and waterline SIBs may be demonstrated. She also has hinged masts that may be collapsed with her forestays running through holes in the jibboom, in the usual manner, to two small cleats out ahead of her so that when her masts are pulled erect they may be secured in 9. upright positions. At this writing HUBBARD demonstrates under bare

poles as she is being renovated after being damaged by an over enthusiastic TV guy doing a story. She normally carries a full suit of sails.

In closing my show I invite questions and I invite my audience to have a closer look. School kids must have their hands behind their backs and older folks must not carry coffee cups or glasses or anything above the ships and they, too, are asked not to touch. A close watch is kept until they are gone.

And is there a payoff? You bet there is! Yesterday I received in the mail 38 thank you letters from a 3rd grade class that I had the pleasure of visiting a week ago. Wanna hear some excerpts? ..I hope you can come again. Keep making them...the most amazing one is the two that lit up in the bodolls..P.S. YOUR COOL..I liked the ship with the sunburned man and the Japanese one..trying to read your books was hard but I do get A in Reading..IT WAS COOL PS..(Name and phone number)..and the lighthouse, I think it looks AWESOME!..and to close it off ..Well we all liked it but some people didn't. The two best ships with the lighthouses. Then we were get real sleepy. I almost fell asleep then you let us see all the grate and wonderfall!

So guys you can have a great experience. Go out and become COOL and AWESOME and spread the word at the same time. HIT THE BOTTLE!! HIT THE ROAD!!

The old Kai-Cho had some fun recently after Don Hubbard sent him a line and numbered dot puzzle of a ship-in-a-bottle. He sent a copy of the puzzle to each of his 3 grand children who live in Ohio and asked them to complete the puzzle, color it and send it back by a certain date and prizes would be awarded. All three met the challenge; the colored puzzles were returned on time. Grandpa Cho made Blue Ribbon Badges, one for First Prize, Mid-Ohio Girls, First Prize Mid-Ohio Boys and First Prize Eastern Ohio Girls, stuck them on a small bag of jelly beans and sent them off in envelopes marked PRIZE WINNER on the outside. Heck, you guys ought to know by now that grandchildren are ALL prize winners.

The Basics

Bright Ideas or How to Avoid Reinventing the Wheel by David Smith-Denny



It's been three long years since the last time I submitted an article for publication in *The Bottle Shipwright*. I used to build Ships in Bottles as my full-time occupation, a professional carafologist; (that title has such a nice ring to it). From 1988 until 1991 I owned and operated the Denny Drydock & Shipbuilding Co. and produced over 300 SIB's that I sold at art shows in the New York/Philadelphia area.

Late in 1991, I moved to Washington state. I experienced some major lifestyle changes and now, after a three year hiatus, I'm back in the ship-in-a-bottle business. The Smith-Denny Drydock & Shipbuilding Co. is my latest venture. I've just completed Bottle #327 and I have six more on the ways.

Every time I read a new issue of *The Bottle Shipwright* I find we have, at least, a couple new members who have little or no experience in building ships-in-bottles, so I thought it would be appropriate to share some of the tips and secrets that I have acquired over the past ten years. I know that I spent a lot of time reinventing the wheel, only to find a tip from Jack in the next issue that would have saved me hours of grief.

There are seven topics that I would

like to touch upon in this series. They are:

- * Tools of the Trade
- * Bottles and Bulbs
- * Sea and Shore
- * Ships, Planes and Trains
- * Techniques/Tricks
- * Bases and Decorations
- * Selling your Work

So let's get started!

Tools of the Trade

There are very few tools that you can find at your local hardware store or hobby shop that will be appropriate for working *inside* the bottle. Fortunately, most of the work on the model is done outside the bottle. It has become one of my habits to pop into hobby shops while I am traveling and over the years I have found a variety of saws, chisels and drills. An Xacto knife is indispensable for general cutting and carving. There are many shapes and sizes of blades available that will aid in most carving tasks. Scissors and needle-nose pliers also come in handy. I use several different pairs of scissors for cutting paper, trimming rigging and even a rugged little pair of cuticle nippers for cutting small gauge wire. I have a Dremel Moto-Tool that I use for

drilling and rough sanding and have even rigged it up as a lathe. I found a lapidary supply house that has a mandrel to fit the Moto-Tool that will allow me to use drill bits in the #60 to 80 range. For a long while I had been painstakingly hand drilling masts and spars using a pin vise to hold my drill bits. That \$10.00 mandrel has saved me hundreds of hours of work.

Another lucky find was a set of miniature wood carving chisels. Dockyard Model Co. makes the set of nine hardened steel chisels ranging in size from 1.5mm to 3mm wide. It includes four offset blades, one rounded and one vee gouge, an angled and two straight blades. Every project I start finds some use for this set.

I found a set of scale model rulers at a local model railroad shop. The ships I build for a standard 750ml bottle fit pretty well in the "N" gauge range. I also use a rule with a millimeter scale. I've tried rules with 32nds and 64th scales but they get too

confusing for my liking. Millimeters are straight forward and the "N" gauge rule is divided into scale feet.



An electronics shop supplied me with a set of small needle-nose pliers and a pair of miniature wire cutters. A medical supply house had the hemostats that I use for clamps and to hold tiny parts. Hemostats are available in several sizes and with straight or curved tips. If you do not have access to a medical supply your doctor or dentist might be able to help you out. My dentist also provided me with a set of used dental probes and scrapers that the dental hygienist uses to clean teeth. These are made with a high quality stainless steel that will take a keen edge and stay very sharp. I use them for carving, smoothing inside curves and deburring holes.

I have seen miniature table saws and band saws that I would love to have in my shop but their price tags usually dissuaded me from buying one. I do have and use a couple of hobby hand saws that fit an Xacto #5 handle. Coping saws, found at your local hardware store, are a good substitute for the Xacto saws. Coping saws have a fine blade and these are easy to break, so for my money I use the Xacto blades.

I worked for a while as a machinist and I also spent some time in a rewind shop repairing electric motors. Both shops provided me with some unique tools that were not designed for woodworking but serve the purpose admirably. I was at a craft show on Long Island a couple of years ago and one of the craftsmen was selling handmade tweezers. I found a pair, twelve inches long, that work great

for setting small objects inside of bottles. I've never seen another pair like the set I bought and I'm very thankful that I picked them up when I did. Once you develop the feel for your modeling you'll be able to find or improvise tools from a wide range of sources.

Homemade Tools

Some of the tools in my collection that are the most indispensable are the ones that I made for some specific task. These are the ones that I use for working inside of the bottles. They can't be bought (gee, I wonder if there is a market for SIB tools?) and you can't work without them.

The first tools that I made for working inside the bottles were basically bent clothes hangers. They were hard to handle and the soft steel that the hangers were made of often bent when any type of pressure was applied to the tool. I found that dowels made acceptable handles and by drilling a 1/8th inch hole in the end of the dowel and using epoxy to secure the clothes hanger, I had a much more substantial tool that was easier to use. The clothes hangers still bent too easily so I started looking for other materials to fashion my tools. I found a hobby shop that sold various diameters of brass rod that was better than the clothes hangers but still had a tendency to bend. I also tried different types of welding and brazing rods that I obtained from a local welding supply shop. Finally, while working in the machine shop at the shipyard where I was employed, I found that tool steel, in the form of drill rod, was just the material I was looking for.

I use 1/8th inch drill for all my tools. Five dollars worth, obtained from a local machine shop, will provide enough material for 30 to

35 foot long tools. Tool steel must be heated in order to bend it (it will crack or shatter if you try to cold bend) but a plumber's propane torch produces enough heat to get the metal "cherry-hot". I have two tools bent into 90° hooks, one left-handed and one right-handed, that I use for molding my plasticine "sea", setting the ship's hull into the sea, adjusting masts and spars and quite a few other tasks. These are the heavy duty tools. I soldered an old #11 Xacto 1/4" chisel blade onto the end of some 1/16th inch drill rod to make a cutting tool for trimming rigging inside the bottle. I removed the wooden handle from a 3/0 artists paint brush and epoxied the brush onto the end of another piece of 1/16th" drill rod and use this tool for touch up work and for painting whitecaps on my sea. I still use the dowels for handles on all the tools that I make.

The last tool is rather specialized but may be of some use. That is a hollow core diamond drill bit. I use a 1/8th" bit for drilling holes in bottles. I have made some lighted models and I drill a hole in the bottom of the bottle to run in my wiring from the model's base. The bit costs about \$15.00 and can be obtained from jewelry or stained glass suppliers. It is the only tool I have found that will safely drill a hole in a bottle without cracking or shattering the glass.

A good supplier of hard to find tools is ALPHA Jewelry Supply. They have a 275 page catalog of tools and supplies. They are located at:

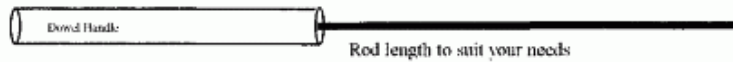
Alpha Supply
1225 Hollis St.
Box 2133
Bremerton, WA 98310

Phone (360)373-9235 or a toll-free order line 1-800-ALPHA 11

Next Time:
Bottles, Bulbs and Jugs

Basic Hook

Uses: aligning masts and spars; bedding ships hull; general purpose tool



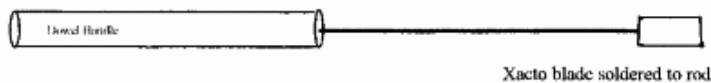
Offset Hook

Uses: Forming waves on sea; setting spars another good general purpose tool

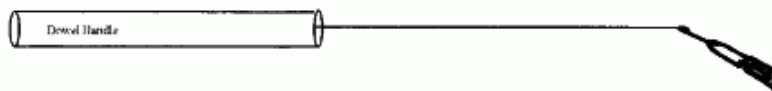


Line Cutter

Uses: trimming lines inside bottle



Paint Brush



Glue Hook



I use several sizes of each of the first four hooks. The basic hook and the offset hook are both made using 1/8th" drill rod. The rods are clamped in a vise at the point of the bend, heated cherry-red with a propane torch and bent with a ball-peen hammer. The offsets I make with right-hand or left-hand hooks. I also have some hooks made with clothes hanger wire. These are easily bent and can be reformed to fit the job. Various lengths of rod also come in handy to fit a particular bottle.

Line cutters are made with clothes hanger wire. I have three different blades that I use. One is a 1/4" wide straight edge blade on a 8" wire, the next is an angled blade on a 8" wire and the last is a 1/4" flat blade on a 2" wire. I sharpen the blades before each use.

The paint brushes I use are artist brushes in sizes 1/0, 2/0, 3/0 and 0000.

The glue hook is made with a 1/8" dowel and a piece of 1/32" wire. The wire is thin enough that it will hold one drop of super thin cyanoacrylic cement (superglue) at a time.



BOOKS

BY

Francis J. Skurka

VIDEO

" Custom Ships in Bottles "
 Gilbert J. Charbonneau
 3150 Cross Point Road
 Edgecomb , Maine 04556.
 69°40' 21" by 43°55' 50"
 Phone:207-282-2246.

This infomercial is a 35 minute color video, consisting of two segments, the first being a 10-12 minute piece made by " Video Catalog Presentations" for a TV Show " Reading Rainbow " which is widely seen in New England. Made in 1986 and introduced by Lavar Burton (of Roots fame). It is narrated by Mr. Charbonneau.

It shows a cursory and limited procedure for carving and shaping the hull, painting the hull, tracing and making the sails, making masts, assembling the spars and rigging and inserting the hull in the antique bottle. It appears that this was part of the show about Lighthouses.

With great background music, it is a very nice show. Mr. Charbonneau then narrates the rest of the video, and tells about his work and shows by means of excellent color still photography (over 50 stills), 35 ships in bottles ranging from Clippers, Barks, Brigs and Schooners to private yachts. He has built over seventy models in 21 years and explains that in addition to "Reading Rainbow", he has been shown on " American Trail " and local TV.

Articles about his models have appeared in the following publications: Local Newspapers and the New York Times; the magazines: " Off Shore", " Downeast", "Colonial Homes ", "Yankee", " Sailing ", " Traditional Home ", " National Geographic World ", "Seaway Ships in Scale", and this Journal. He states that he will be glad to furnish copies of the articles upon request. His work can also be seen in the USS Constitution Bath Maine, and Mystic Seaport Museums.

He will build any type or kind of model you may want. In the video you will see such models as : " Seahound" , " Emma C. Berry " , " Bluenose", " Cutty Sark ", " Dreadnaught", " Victory Chimes ", " America", "Columbia", " Henry B. Hyde", "Pride of Baltimore " and over twenty more. A very great variety.

Mr. Charbonneau will personalize your model any way you wish, such as using your hair in the rigging or including a special inscription.

His prices depend upon the type and complexity of the model , and his price quotes are good for one year.

In the video he gives a brief history of ships in bottles and of each vessel shown. He uses the traditional hinged mast technique he has brought to a very high degree of proficiency.

It shows in the beautiful, accurate, museum quality models he produces.

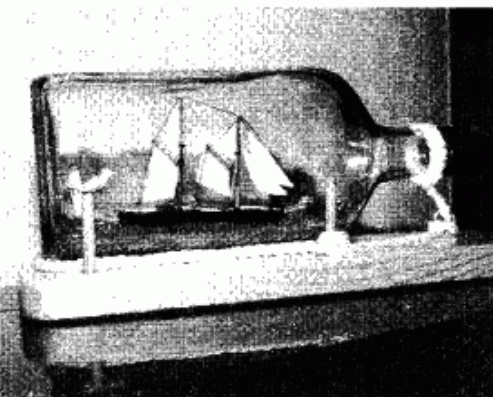
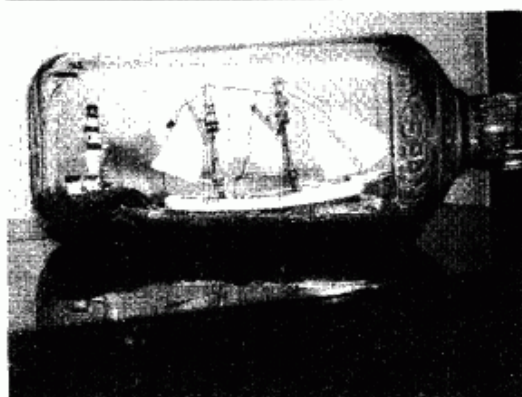
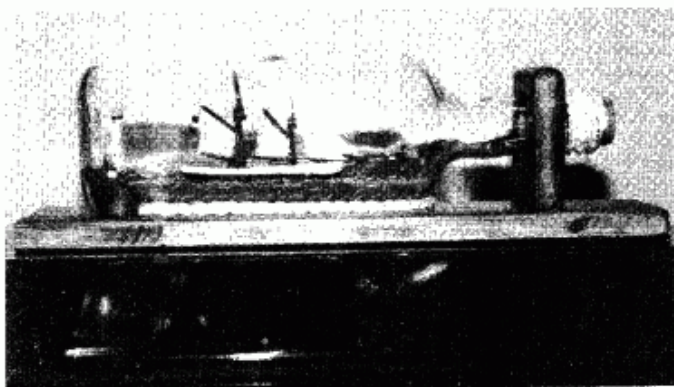
The video can be purchased for \$ 16.95 plus \$ 3.00 for postage and handling.



I'am beginning to detect a pattern here, as once again we welcome a new member from Brantford, Ontario, Canada. Charles Bonney another Canadian Navy vet, that has built ships-in-bottles. Signing on with him are Marc. S. Grisham of Lafayette, California, and Mark Steffens of Lake Charles, Louisiana. Both have built SIB's. Ron Sawyer of Pine Bush, New York, has a small collection of SIB's and would like to start adding his own efforts to it. Robert Edward Lordon Jr. of Livingston, Texas is an avid Chess player and he thinks he can do well building SIB's. So do I Robert, for as a chess player you have the required patience.

I am looking forward to seeing the work of all of you . Welcome aboard gentlemen and remember !! I cannot print articles or photo's you don't send.

Dominic Zinnie, of St. James City, Florida sent in the following photo's of his work. He states that each started out with a formal plan but finished with a " Thread and a prayer" . Dominic, I think I detect a budding diorama builder. Very nicely done and thank you for violating your cardinal rule. Wish I could persuade more of the newcomers to do it.



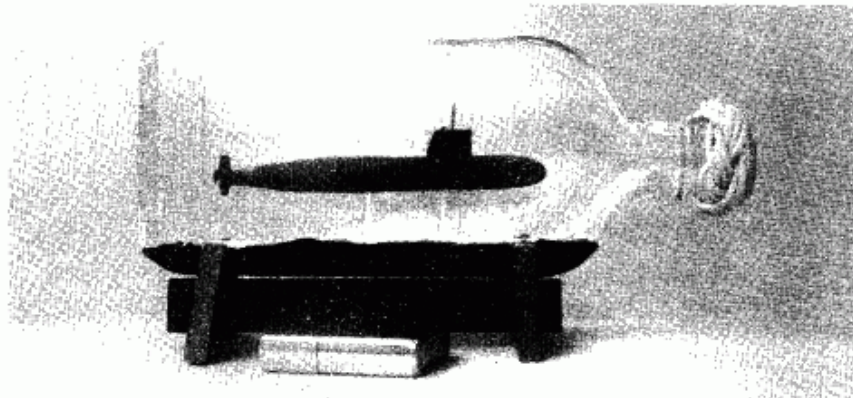


Richard A. Finney of McLean, Virginia sent in a well done article, on building a Heavy Cruiser in a bottle along with some excellent photo's. Unfortunately space does not allow me to put it in this issue. It will be in B/S 95-3 Thank you Richard, very well done.

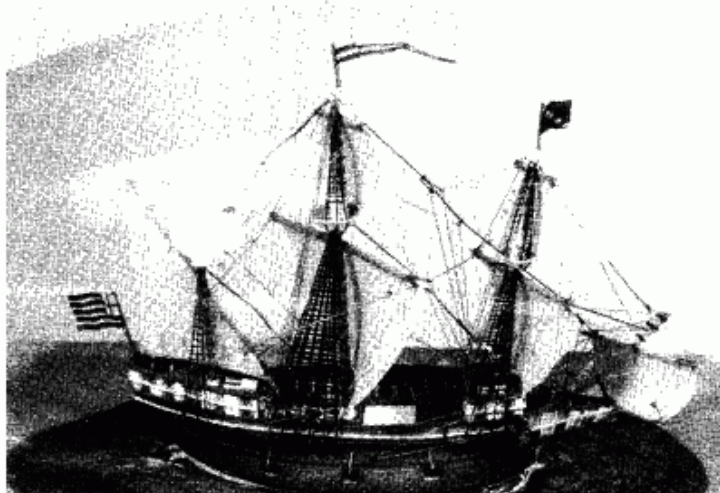
And Carl Weitmon sent a plan for an interesting tool that will also appear in the next issue. Thank you Carl.

Another article I just found behind my desk as I moved it out to paint was sent in to me over a year ago. So I must apologize to Glen A. Rogers of Bangor , Maine. Glen it will also be in the next issue, and once again my apologies.

Charles Hand's photo below of a " Bottled Boomer" a George Washington Class SSBN also found repose behind the same desk. Charles once worked on the real originals. Charles,- it just proves that I have to start filing instead of piling this stuff.

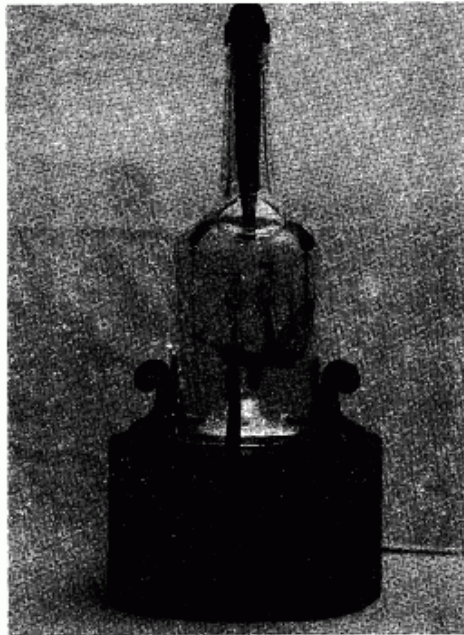


Left- a close up view of Rick Hegge's " Elizabeth II ". a replica of the original is in Roanoke, Virginia.





Clyde L. (Don) Bradley sent the following photo to Charles Hand, who sent it to me. It is a Clipper ship inside a 1" glass globe on a necklace. Beautiful work Don and thanks Charles.



Above- The Mystery Ship which hangs by chains 1- litre bottle. Built by Artem Popov-Russia.



Above-The ship of the compass rose. Built by Artem Popov - Russia.



Richard "Rick" Hegge.

Editors note; Rick wrote the following article. In addition he is the President of the Maryland Chapter of the Ships-in-Bottles Association of America.

I was born on January 26, 1961 in Racine, Wisconsin. Racine is an industrial city 20 miles south of Milwaukee on the shores of Lake Michigan. I lived there until I was 18.

I dropped out of school in the 11th grade and took a job as a cook. When I turned 18, I left Wisconsin for a warmer climate. I moved to Austin, Texas for two years before returning to Racine.

I worked as a cook in fast food restaurants until I was 23. Then, I decided I didn't want to flip hamburgers the rest of my life. So, I went back to school, got my diploma, and joined the Army as a Telecommunications Specialist in 1984.

After basic training at Ft. McClellan, Alabama, I was sent to the Army's technical training school at Ft. Gordon, Georgia for six months. After graduating, I spent one year in Pusan, Korea and three at Ft. Ritchie, Maryland. Since leaving the Army in 1989, I have worked at Nasdaq in Rockville, Maryland as a Network Controller.

Interests besides S.I.B.'s are photography, painting, and travel.

I started making S.I.B.'s about four years ago. After I saw a demonstration on PBS on how to put one in a bottle, I went to the library and read a book on the subject. My first attempt was a one-masted schooner in a pint bottle. No power tools were used - the hull was shaped with files, chisels, sandpaper, and sweat. After my fifth S.I.B. I purchased a Dremel tool to speed things up.

To learn different techniques, I went to every library in the area looking for books on S.I.B.'s. I found about five, including, "Sailing in Glass", "Houses and Ships in Bottles", and Don Hubbard's book. Don's book listed the S.I.B. organizations, including SIBAA. That is when I became a member.

I found out about the Maryland Chapter of SIBAA by accident. They were displaying on the top floor of the World Trade Center at the Inner Harbor in Baltimore. Along with the display, was a sign letting anyone interested know how to join. Bill Westervelt contacted me, and I have attended the meetings for the last three years.

I attended the last two national conferences in Savannah. It was interesting meeting the people who's books and articles I've read. I'm looking forward to Baton Rouge.

After making all of the ships in Don Hubbard's book, I started making my own plans. The first was a Spanish Galleon. The plans were photographed on a wall in Key West. I have now made around fifty plans which are drawn using AutoCAD on my PC at home. Once the plans are drawn, I can scale them to whatever size I need.

I used plasticine for the seas in my first dozen S.I.B.'s. After spending hours trying to shape it, wiping out the streaks, and having it still look like clay, I switched to acrylic gel seas. The acrylic gel is much easier to put in the bottle and looks more realistic.

ALL HANDS (continued)

My S.I.B.'s have become larger and more detailed. I am now using Corning Pyrex bottles. They are distortion free and have good-sized necks. I spend a few weekends a year going through antique malls in the area looking for them.

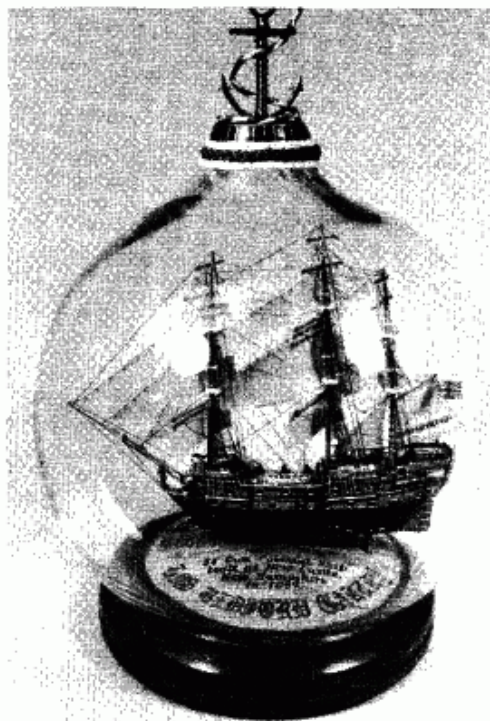
My latest S.I.B. is the Robert E. Lee riverboat. It is thirteen inches long in a round two-gallon Pyrex bottle. LED's light up the windows and smoke stack tops. My next project is a Chesapeake Bay Lighthouse in a five-gallon Pyrex bottle.

I enjoy the challenge each S.I.B. brings. To keep from burning out, I vary my subjects and try new techniques and materials. The latest I've tried are fishing lure line for fine rigging, drilling a hole in the bottle for wiring, and dying tracing paper with food coloring for modern sails.

I am always looking for new ways of doing things. If anyone would like to share ideas, write me at: 22040 Holiday Dr. Smithsburg, MD 21783.



(above) -Rick Hegge with his First Place award winning model of " PREUSSEN "



(right)- Rick's model of " HMS BEDFORD GALLEY " a 34 gun Colonial ship built in 1697 at New Castle, New Hampshire.

Building the Robert E. Lee as a Ship-in-Bottle

by Rick Hegge

PRELIMINARY STEPS

When making ships-in-bottles, I find it easier to make the ship fit the bottle, rather than try to find a bottle to fit the ship. I decide which ship to make after I find a good bottle. This is true of a two-gallon Pyrex bottle I had found at an antique mall. The dimensions of the bottle called for a low, wide ship, so I chose to make a river steamboat.

Because I had not built a steamboat before, I didn't know where to get their plans. I was looking for a few weeks with no luck, when I happened across the Ohio River Maritime Museum in Marietta, Ohio. The clerk furnished me with the addresses of two people who offer steamboat plan catalogs: John Fryant and Alan Bates.

After receiving their catalogs, I chose the Robert E. Lee. Its dimensions fit the bottle best. The Lee's plans came in 1:96 scale. To fit the bottle, these were reduced to 1:265, making the model 13" long and 4" wide. The Lee's plans came with a brief history. It was built by Hill Roberts and Co. at New Albany, Indiana in 1866 at a cost of over \$200,000. The Lee's fame comes from a June 30, 1870 race with the Natchez from New Orleans to St. Louis. The Lee won the race with the fastest time for any commercial vessel to this day.

I now had to decide where to divide the boat so it would fit through the neck. The boat would be sliced into three layers: the main deck, the hurricane deck and the Texas deck. The main deck would be divided into three sections, the hurricane deck into four sections and the Texas deck/pilot house would go in as one assembly. The stacks and masts would go in separately.

LED's would be installed to light up the windows and stack tops. Dividing the boat meant the sections would have to be wired together inside the bottle. This was accomplished with a quad stereo connector installed on the main deck. The other sections would plug into it inside the bottle.

MAIN DECK CONSTRUCTION

Construction began with the hull. Three basswood strips were doweled together and cut to shape. A 1/32" basswood sheet was glued to this for the deck. Parallel lines were scored into it. These were filled with rub-on stain to simulate planking. Holes were cut in the deck for the paddlewheels and wires.

The boilers were made by gluing split dowels to a rectangular piece of wood. Legs, doors, and steam chambers were added. The assembly was painted black and glued to the deck.

Walls were made from .020 white styrene sheets. Windows and doors were cut out and trimmed with fine red-painted thread. The names on the wheel houses were plotted out on paper, glued into place, and varnished.

Posts were made from 1/32" square basswood strips stiffened with CA glue. These were sanded, painted white, and glued into holes in the deck. The non-bearing diagonal posts were made from .030 square styrene strips.

The staircase was made by splitting a 1/32" square basswood stock diagonally. The

triangular strips were stained, cut to length, and glued side-by-side on a sheet of styrene. Handrails were made from piano wire and thread painted white. LED's, resistors, and the quad stereo connector were added. A sheet of styrene was used for the roof.

The bottom quarters of the paddlewheels were made from basswood strips and styrene. These were painted red and glued into the wheel housings.

HURRICANE DECK CONSTRUCTION

The hurricane deck was cut from 1/64" birch plywood and steamed for two hours. It was placed on top of the main deck roof and held in place with rubber bands. After it dried, the bands were removed. The plywood then held the shape of the main deck roof. Lines were scored in the deck and filled with stain.

The wheel houses were scroll cut from 1" basswood. They were glued to the deck along with the walls. LED's were installed behind the windows in the hurricane deck. LED's in the main deck roof provided light to the wheel house windows.

The hurricane roof was cut from styrene and taped under the plywood deck. Holes were drilled through the roof and deck simultaneously for the posts. The roof was glued in place and a rim constructed on it for the skylight section. The rim prevented light from escaping under the skylight section.

The posts were made from .015 piano wire. Rails were made from thread painted white and stiffened with CA glue. The decorative arches between the posts were made from a 2 mm wide strip of .010 styrene. A hole punch was used to form the arches.

SKYLIGHT, TEXAS DECK AND PILOT HOUSE CONSTRUCTION

A 1/16" sheet of basswood was cut to the rectangle of the rim on the hurricane roof. The top was rounded for the skylight roof. Skylight walls were cut from .015 styrene and glued on to the basswood sides. The walls fit around the rim on the hurricane roof. The skylight roof was cut from .010 styrene and glued to the top of the basswood. A rectangular hole was cut through the skylight roof to let light into the Texas deck. Upside-down U-shaped bulkheads were glued across the hole to support the Texas deck walls and roof. A decorative trim was added to the outside edge of the skylight roof.

A square basswood base was glued to the Texas roof for the pilot house. Walls were detailed and glued to the base. Small name plates were printed with a label maker. Square styrene strips were used for the posts and beams supporting the roof. Window trim was made from thread. A bench, stove, chimney, wheel and pilot were added. The roof, decorative trim and whistles - made from wire insulation - finished the pilot house.

The ship's bell was turned in a Dremel tool, shaped with files and sandpaper, painted gold and glued to piano wire supports on the skylight roof. Chimneys were made from piano wire and brass tubing.

SMOKE STACK CONSTRUCTION

The smoke stacks were made from brass tubing. The leaves on top of the stacks were made by splitting the ends into eight prongs with a cutoff wheel. A burr bit was used to shape the

leaves. Needle-nose pliers were used to bend the leaves outward. The decorative tops and bottoms were turned from a dowel. Black threads were tied around the tubing at even intervals for the joints. Holes were drilled in the stacks for the lanterns, spreaders and guys.

A jig was made to hold the two stacks parallel and the proper distance apart. The three holes in each stack for the spreaders faced each other. Four lengths of .015" piano wire were inserted into the three sets of holes. The wires were spread in the middle with two crisscrossed nails. Two pin heads and two nail heads were placed inside the wires. After the nails were removed, the wires and nail heads were glued in place.

Black guy threads were inserted through the stacks and glued. A bent length of piano wire was inserted in one stack for the skylight chimney. A sliver of clear plastic was inserted into each stack for the lanterns. Pin heads were painted gold and glued to the top and bottom of the plastic. Super bright LED's at the base of the stacks provided red light for the lanterns and smoke.

The smoke was made from aquarium filter wool, sprayed flat black and twisted. The two rear steam escape pipes were made from 3/16" brass tubing. Cotton was used for the steam.

JACKSTAFF AND MAST ASSEMBLY

The jackstaff and two masts were made from bamboo skewers. They were set into three holes in the main deck. Temporary stays from the masts were run through the hurricane roof rail to secure the masts in position. Booms were hinged to the masts with piano wire. Rigging was then run between the jackstaff, masts and booms. The booms were connected to the stages with a piano wire hook. This allowed the rigging to be disconnected for insertion into the bottle.

DECK DETAILS

The final step was adding the capstan, bitts, anchors, firewood, cotton bales and figures. The capstan was made from a dowel turned in a Dremel tool. After it was stained, eight holes were drilled. Lengths of stiffened thread were inserted into these for the handles. Bitts were made from strip styrene. The anchors were made from needles, piano wire, and thread.

The firewood was made by dipping 1/32" basswood strips in walnut stain to simulate bark. Some strips were split lengthwise to expose the lighter interior. The strips were stacked and cut into different lengths.

Cotton bales were made by cutting spruce strips into 3/16" lengths with wire cutters. These were painted white and wrapped in brown tissue paper. Thin black thread was tied around each bale to finish them off. The bales were stacked and glued on to the main deck.

The figures were carved from a basswood strip. A stiffened length of thread was inserted through a hole in the shoulders for the arms. Flesh, clothing, suspenders and shoes were painted on with acrylic. Styrene hats were added to some.

BOTTLE PREPARATIONS

A hole needed to be drilled in the bottle for the wiring. To do this, the bottle was filled with water and corked. A cradle held the bottle still while the hole was being drilled. A glass/tile bit was used in a drill press at the lowest speed. Because the glass was 1/4" thick, it took almost

an hour to drill through it.

Three strips of wood for the river base were shaped to the inside of the bottle. These were doweled together and inserted into the bottle to mark the location of the hole. After the strips were removed from the bottle, the hole was drilled and the base painted blue.

To make the acrylic gel river, a paper template was made of the wooden base. The template was taped under a sheet of glass. A thin layer of acrylic gel was spread on the glass in the template area. The gel was modeled with a plastic spoon. After the gel dried, it was peeled off the glass, trimmed and painted.

INSERTION INTO THE BOTTLE

The three wooden strips for the river base were inserted into the bottle first. The strips were fastened to each other, and to the bottle, with white glue. The acrylic gel river was glued to the base.

The three main deck sections were inserted and glued together. Electrical connections were made to the middle section. The assembly was glued to the river with the wire guided through the hole in the bottle.

A connector was soldered on to the wires sticking out of the bottle. It was pushed into the hole and glued. The bottle was placed onto the stand and the lights tested.

The wheel house sections were inserted and glued on top of the main deck. Paint was applied at the seams to prevent light from escaping.

The two hurricane deck sections were inserted. Electrical connections were made to the main deck. The two sections were aligned and glued into place. The seams between the sections and decks were painted.

The lifeboat guy threads were glued around the rail and cut. The rear flag pole was inserted and glued into a hole in the hurricane roof.

The Texas deck assembly was glued around the lip on the hurricane roof.

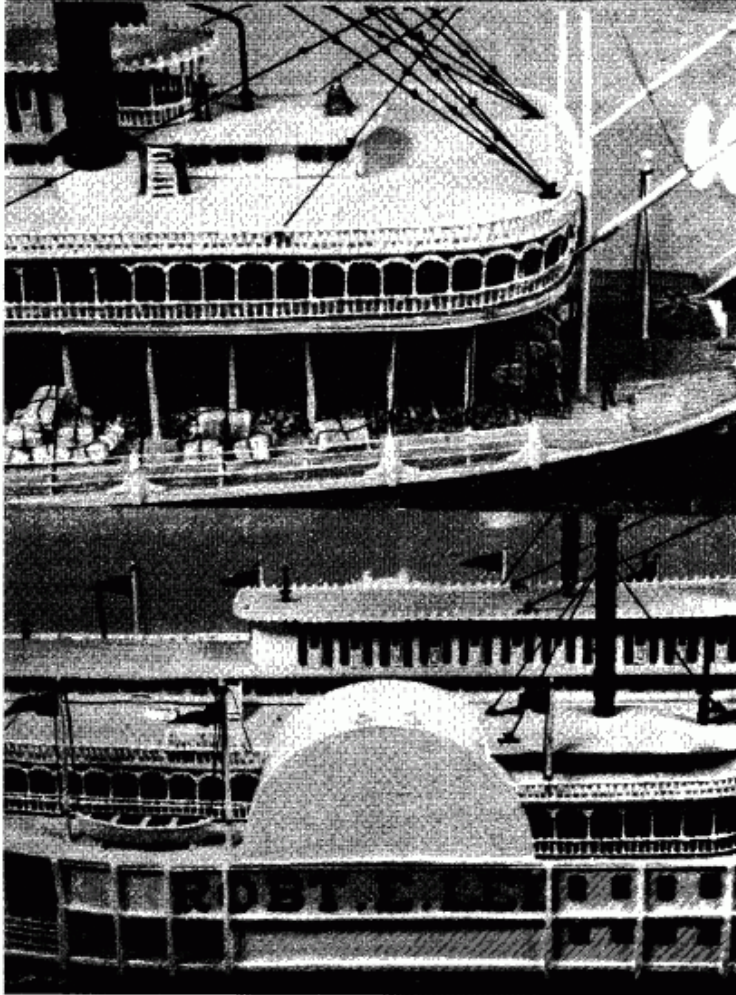
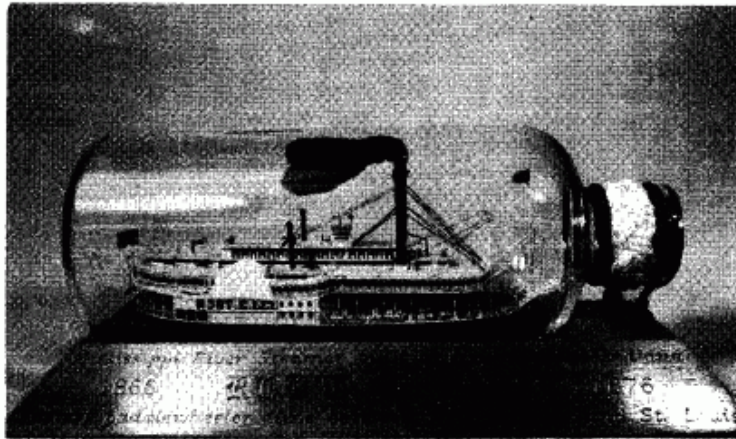
The steam escape pipes were glued on to tube bases on the wheel houses. The guys were glued through wire loops on the wheelhouse roof and cut.

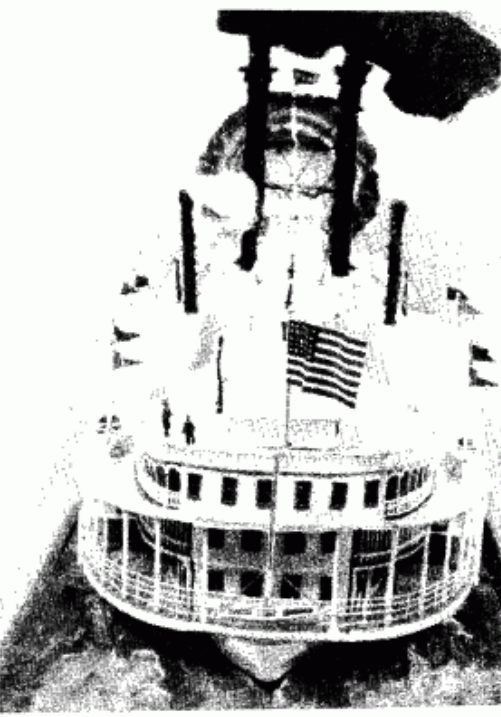
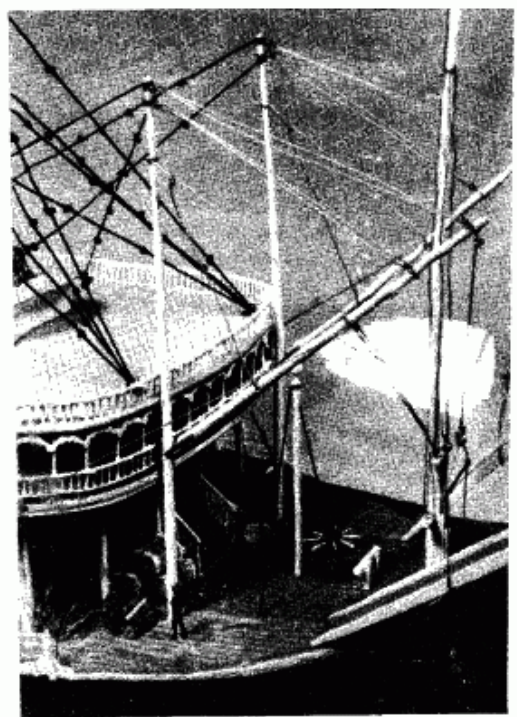
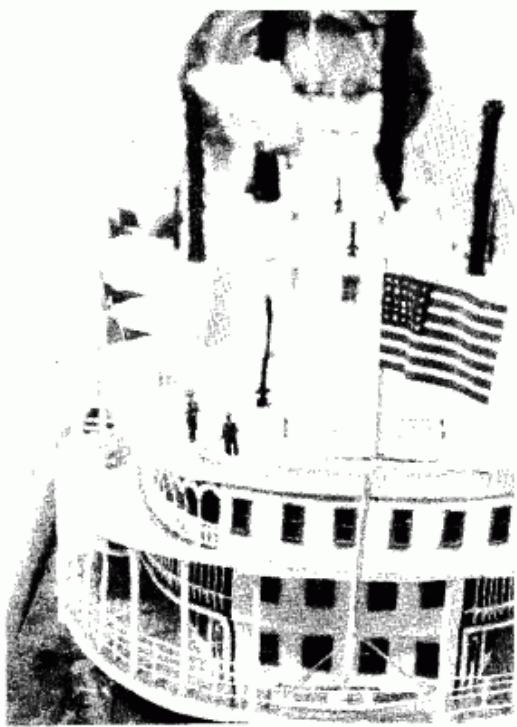
The smoke stacks were glued around the tube bases on the hurricane roof. The guy wires were glued through wire loops on the Texas and hurricane roofs and cut. The cotton smoke was glued into the top of the stacks.

The jackstaff and masts were glued into holes in the main deck. The stays and braces were glued through wire loops on the hurricane roof and cut. Now that the masts were positioned properly, they were glued into place. The boom falls were hooked on to the stage lifts and glued.

STOPPER LIGHTING

To illuminate the front of the boat where no LED's were, light was provided from the stopper. The stopper was turned from a 3" balsa block and hollowed out. An opaque plastic circle was glued to the narrow end. Four small light sockets were glued together and mounted on a circle of 1/8" basswood. The basswood circle fit into the open end of the stopper. An electrical connector fastened to the front of the stand.

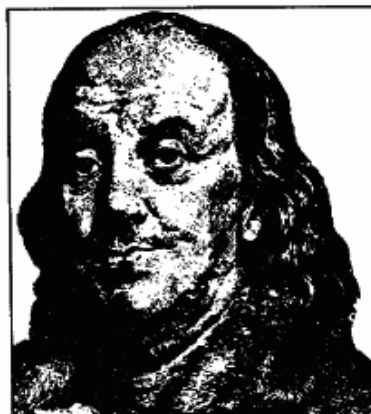




NOTES FROM THE MEMBERSHIP CHAIRMAN

NOTHING IS CERTAIN BUT DUES AND TAXES!

BEN FRANKLIN

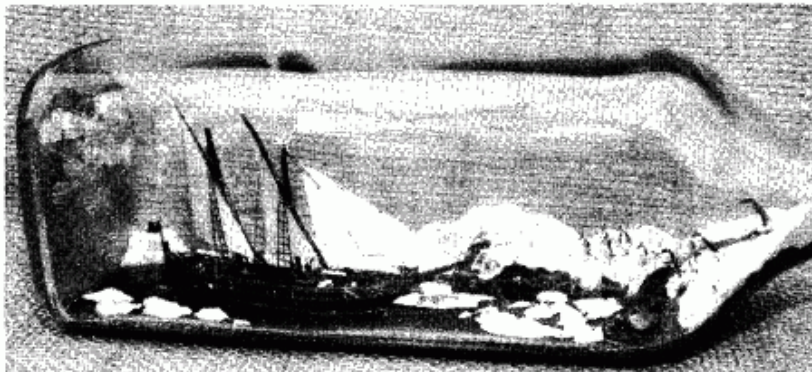


Did old Ben say that? Maybe not, but he would have if he had been membership chairman of our outfit.

Keeping up with dues payments is always a chore, but we have tried to keep you aware of your dues expiration date by placing it after your name on the envelope label. This was a member suggestion that has borne fruit. In addition, Ray has been kind enough to stamp a small reminder note on each envelope with a expiring dues date. The hope is that the two signals will get your attention and prompt you to wing an \$18.00 check my way.

Unfortunately, this does not always work, and I then print out reminder cards and send them along to you. Somehow we had a small glitch when edition 4-1994 was mailed. Some 35 folks did not get the word and did not receive edition 1-95 when they should have. This is my fault, I failed to send prompt reminders and I apologize. However, if you do see your membership expiring, or see your envelope with Ray's stamp on it, *please* send your dues soonest. Reminder notes cost a few bucks and require a lot of time, and time is one thing that this volunteer is mighty short of.

I received a nice letter from **John Burden**, past president of the European Association of Ships-In-Bottles. John wrote to me sometime ago to obtain the recipe for making realistic looking ice for a diorama he had been commissioned to do. I sent the information along (and also published it in BS 1994-3 (pg. 25), and let John get on with it. He has now completed and delivered the model. The ship is the **SAN GIUSEPPE DUE**, an Italian Antarctic explorer. I quote John, "The model was commissioned for an Italian Antarctic explorer who had mounted a couple of expeditions there in the 1970s. He had the vessel specially built and she was unusual (in my opinion) in that he had her rigged as a two masted felucca. She is still sailing, particularly in maritime events



John Burden's SAN GIUSEPPE DUE

in the Mediterranean. . . I used your method for the flow ice - the small berg in the corner was plasticene, and the sea, resin. The sea was only lightly coloured prussian blue/earth brown which meant that the sides of the bergs appeared to descend into the depths. The background consisted of a headland covered in snow with a couple of

seals and several chinstrap and king penguins, birds from the region he visited. . . Not only was the model accepted, but he was generous in his appreciation - so I can now heave a sigh of relief." You can see from the accompanying photo that the scene is most effective and even includes a painted sky and clouds on the base of the bottle.

One of my most prized possession is another diorama by John showing the three masted ship **JAMES W. FISHER** under sail in front of a wonderful wharf scene which includes three buildings, a street lamp, supplies to be loaded, a row boat and two old guys gamming. This model also has a sky full of fleecy cumulous clouds painted on the glass on a mixed blue background.

Bob Frederick, of Seattle, is the creator of another one of my valued possessions. This is a bottled model of a World War II torpedo plane, the Grumman Avenger, with wings folded and a torpedo on a bomb cart below. Bob is an ex-Navy man and the model has one of his service ribbons mounted on the cap of the bottle. He apologized that it was an American Theater ribbon since he had already used his Pacific Theater ribbon on another model. I hustled to the Uniform Shop at the Naval Air Station, North Island and bought up and sent him several sets of both theater ribbons for his future efforts. I had planned to have a photo available for this issue, but I bought a new camera and the dumb (or maybe smart) thing auto-focuses using an infrared beam. This, of course, bounces off the glass and won't focus on the contents, soooooooo!

Since I have listed our Association in both the World Almanac and The Encyclopedia of Associations I sometimes receive interesting mail. One recent letter came from a ship modeler in France. Here's what he had to say: "I am a ship modeler and have conceived a project to build a scale model of the **PEQUOD**, the whaling ship described in Melville's Moby Dick. I am therefore interested in obtaining all possible information on U.S. sperm whaling ships and their fittings.

I will be very indebted to you if you could indicate to me all the sources (books, ship plans, drawings, illustrations, magazine articles and so on) at your knowledge, and if possible, how I could obtain a copy (price, shipping charge, way of payment and so on)." **Federico Carminati**, Des Cabrettes N. 3, F-74140 Veigy-Foncenex, France.

Oh boy - tall order. I sent him a tear sheet from Model Ship Builder Magazine which is full of titles along with their order form and gave him the addresses of several East Coast museums where he might have better luck. If any of you want to help our French fellow-builder please feel free to do so. Maybe one of you has built a whaler - in or out of a bottle - or live in an area where information is more readily available. I am certain he will be grateful for anything you can send.

Another of our English members, **Des Newton**, writes from Liverpool. You may remember that Des appeared on the cover of Bottle Shipwright 1994 #1, talking to the Queen of England. Des is the curator of bottled ships at the Merseyside Maritime Museum and on that occasion had just made and presented a bottled model of the Royal yacht **BRITANNICA** to Her Majesty. Now the museum has asked him to do some research into the history of the ship-in-a-bottle. To quote Des: "... I have managed to scrape bits and pieces together, along with some funny and interesting stories. As you appreciate this is like looking for needles in haystacks, so if anyone has anything to add or contribute to this we would be most grateful. May I add, this information will be held in our Museum research centre and available to anyone interested."

It is the 100th anniversary of the transfer of the Mersey Dock and Harbor Board Lifeboats to the Royal National Lifeboat Institution, and Des had to make a presentation model in a bottle for the occasion. He chose as his model an old type lifeboat under sail (the 1st Liverpool Class, which was developed there and which was one of their most successful designs). The model is depicted in heavy weather with full crew and even one being a little ill over the leeward side. The technique he used was to build up the model inside the bottle. Turned out great and he is planning to make another for his personal collection.

I recently received an interesting video tape from my long-time friend **Gil Charbonneau**. Gil both sells his work and builds on commission, so the tape is meant to be a sales tool, so you can see that Brother Charbonneau

is keeping up with the technology. Overall the film is entertaining, and begins with a short biography of Gil produced by a local news station followed by a host of technically difficult, very clear video shots of his bottled models. You can obtain a copy by sending a check or money order for \$14.95 plus \$1.50 postage to Gil at 3150 Cross Point Rd., Edgecomb, ME 04556.

Gil is expanding on this initial effort and plans to produce additional videos showing the techniques he uses. He mentioned about four on his planned list, and I look forward to seeing them as they come off the assembly line.

As an aside I looked into video about a year ago and sent Gil a copy of the latest book on the subject, *Film & Video Marketing*, (ISBN 0-941188-05-1) by the guru on the subject, Michael Wiese. Wiese has a long line of credits in this field. If any of you are interested in this book, it is produced by Michael Wiese Productions, 4354 Laurel Canyon Blvd., Suite 234, Studio City, CA 91604, (818) 379 8799. The book lists for \$18.95

Roger Carter, of Plimmerton, New Zealand sends his greetings from "the bottom right hand corner of the chart" and confesses that he has done little ship bottling in the past year. Reason? He has been involved in the building of a larger cased model, the **EDWIN FOX**, the last known fully rigged East Indiaman sailing ship in existence. Roger, who was the former model keeper at Wellington's Maritime Museum and is President of the N.Z. Chapter of the International Guild of Knot Tyers (sic), built this model together with **Brian Conroy**, a model-maker and illustrator.

The pair invested about 1,000 hours in the construction and "enjoyed every minute of it." The resulting model is a beauty. The original ship was built of teak in 1850 in India, and over her 30 year career she carried convicts to Australia, troops to the Crimean War and immigrants to New Zealand. She was removed from service in 1890 and was used as a freezing company store and then a coal storage hulk before being rescued 25 years ago by the **EDWIN FOX SOCIETY**, which plans to reconstruct her. The hull and the **EDWIN FOX** museum are both in Picton, N.Z., the southern port for the Cook Strait Ferry. Well worth a look for anyone touring down there.



Roger Carter (left) and Brian Conroy and their model

Roger also has a commission to build three bottled models of the American-built barque **GENEVIEVE M. TUCKER** which came off the ways in Portland, Maine in 1870. She was sold to New Zealand owners in 1879. The family of the original N.Z. owners, who commissioned the work, have virtually no information or photos, and Roger is scratching for information. Anyone who can help, please do. Send info to Roger Carter, 18 Moana Road, Plimmerton, N.Z. By the way, the same family wants a bottled model of an English Flower class frigate,

which was a command of the last sea-going member of the family. Roger "farmed out" this job to another long time member of our Association, **Peter Dolphin**, who lives in Auckland.

One of the most asked questions is, "Where can I find plans?" Well, at least one solution is at hand. Send \$4.00 to the Rocky Mountain Shipyard, 590 Ronlin St., Grand Junction, Colorado, 81504. You will receive their Spring/Summer 80 page catalog which lists plans, plans, plans, along with a good many book titles of interest to ship modelers. Many of the listed books are sold at 10% off retail, and shipping is free for orders of \$35.00 or more. I am personally delighted to have the catalog. It will help me answer questions like the those from Roger and our French friend, Federico Carmiati, above.

We got troubles, right here in River City. Someone, with good intentions, passed along our name to **Kovel's** books. This outfit produces a book called "**Guide to Selling, Buying, and Fixing Your Antiques and Collectibles**". Kovel's queried me a couple of times, and I ignored their letters. But now they inform me that we are included in their latest book. Terrific! I just do not have the knowledge or patience to answer hundreds of questions about the value, repair, age, history, dealers, etc., etc., etc., for bottled ships. I already get enough of them, and they are usually vague, without photos or details, and in most cases, without the courtesy of a self-addressed, stamped return envelope. And even if I did have lots of documentation I still wouldn't have a clue about value. Value is what you can get for something, or what you are willing to pay. Dealer prices bounce all over the playing field depending on dealer location, the salesman, the appraisal of the customer, and more. President Kennedy hired a fellow named Delano, an expert on scrimshaw, to locate and buy pieces for him. He knew his own presence would elevate the price. Anyhow, their letter says, "You have been included in Kovel's Guide...the comprehensive source book that's 'everything you ever wanted to know' for more than 100 categories of antiques and collectibles." All I could do was swallow hard. So what do we do now folks? Does anyone have the knowledge to take on this project. Does anyone have a list of dealers I could send out just to be polite? Any help will be welcomed when the queries begin. Suicide is *not* an option.

My last bottling effort came just before Christmas when I bottled my version of a Zuni Fetish for a friend who collects them. For those of you who are not in the know, **ZUNI FETISHES** are small carved soapstone representations of animals, the prey gods of the hunt, and they come with a small arrow point fastened to their back with a straw binding. I rounded up some soapstone, cut it into two halves, which I lined up with pegs, then carved the animal. And you do have to carve it. Power tools heat up the stone, which has small quartz crystals in it, and the material crumbles. Fortunately the Zuni carvers are not exactly in a class with Michelangelo, so the wildcats look something like the bears, which highly resemble the coyote, and they the badger. This is helpful, because when an ear falls off during the carving, you just hack a deeper notch in the head, lower the other ear, and keep going. Judging from the illustrations alongside, which I think represent a bear, eagle, coyote and wolf, or vice-versa, I think I will work on an eagle next time. Just a lump with a point at one end.

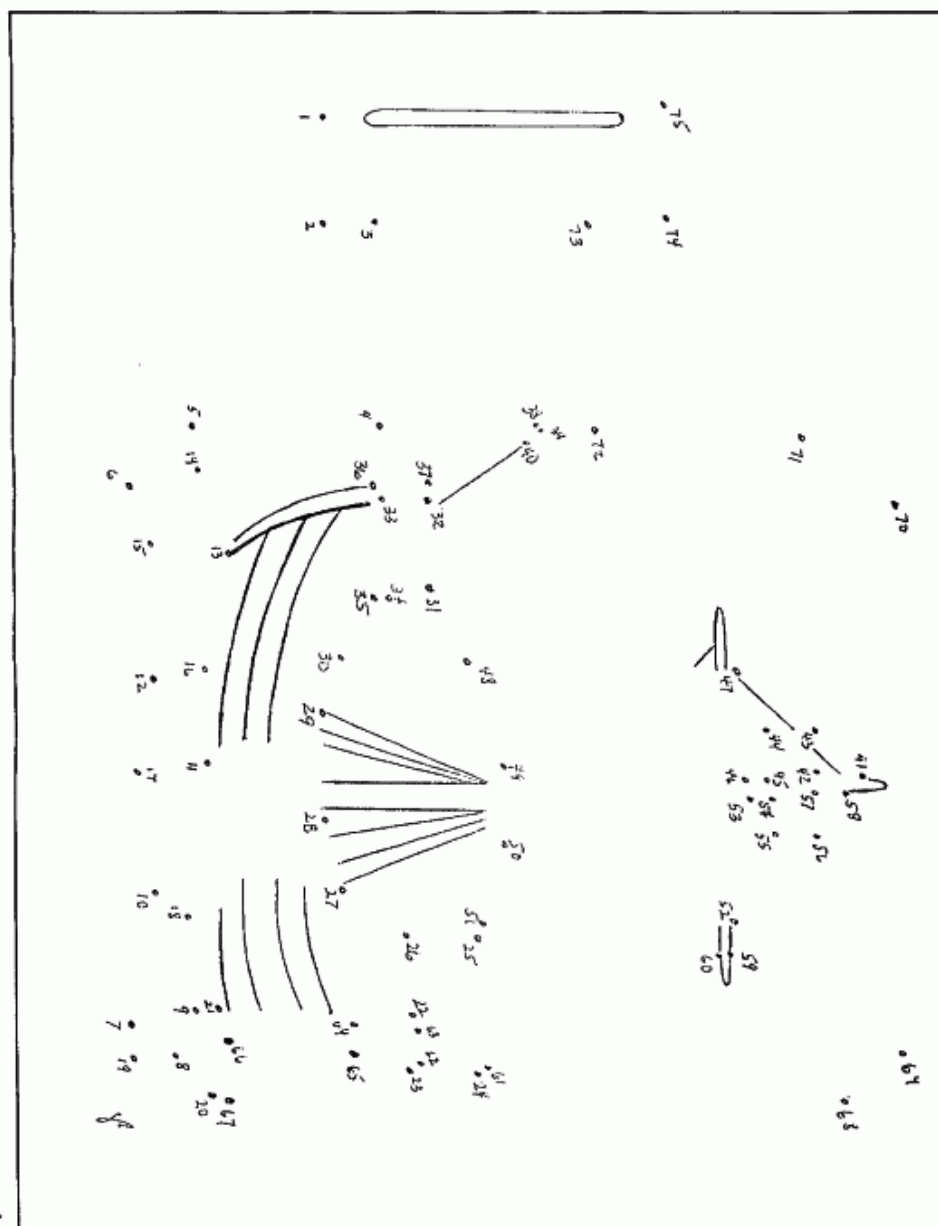


Zuni Fetishes

I have mentioned many times that bottled ships will outlast most other forms of nautical art. As such I try to find good looking bottles to house my work. Liquor bottles always come to mind, but I am finding that there are many more creative forms available that hold other types of liquid. A recent visit to Cost Plus Imports in San Diego resulted in a 500 ml bottle containing "Epifine Garlic Flavored Vinegar". This interesting stuff comes from Holland, and the 5 1/2" high bottle has the shape of a cathedral window with two sides flattened for viewing. Base is 2 1/2 X 5". The bottle also has an empty glass stopper which can be filled with some related object. It cost ten bucks, but it is sufficiently unusual to be worth the money. The vinegar inside is at 8% acidity which will eat the enamel off your teeth and make your eyes tear. I poured it out. Acidity in most American vinegar runs 5 or 6%. My recommendation: look for bottles in gourmet food shops and similar places. You may find some wonderful shapes to house your next masterpiece.

Finally, I was cleaning out some old files and came across this "follow-the-numbers" puzzle. Some good

soul sent it to me years ago, and I do not have his or her name, but it does give your grandkids something to do and something to remember old Gramps by. Today's adults reminisce about Uncle Charlie or Grandpa Gus who used to let them watch while they made and bottled small ships. With TV, computers, rap music and the like, little heads are turned elsewhere. Maybe the puzzle will grip them and prompt them to write on future applications for SIBAA membership, "My Grandpa gave me a ship-in-bottle puzzle when I was a kid, and since then I have always been fascinated with the art form and would like to join your venerable organization."



RIG AND RIGGING OF SHIP "SØRLANDET"

By Vidar Lund

Masts and spars

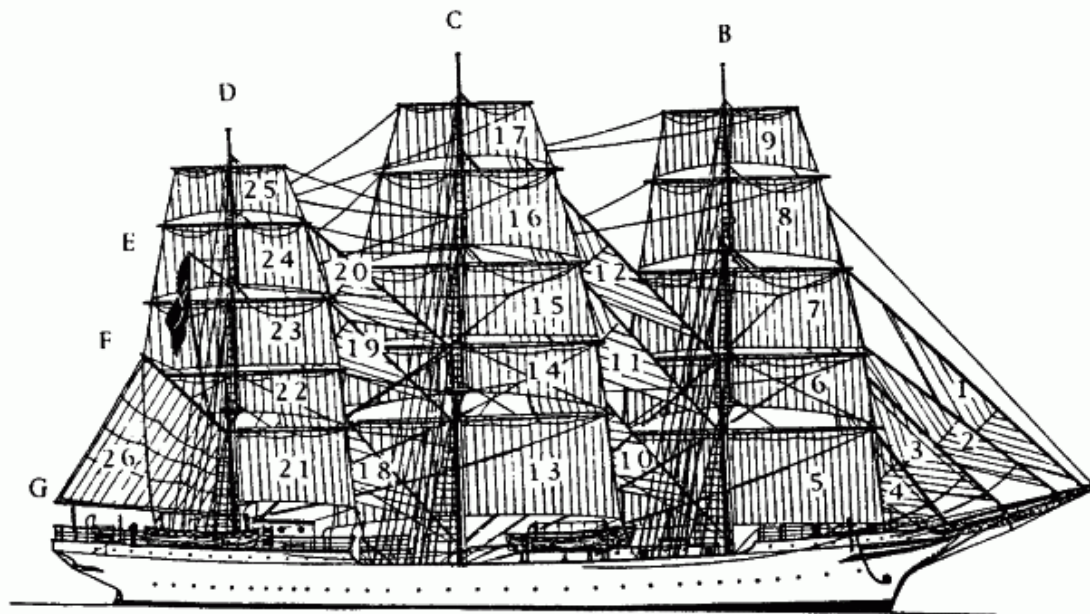
- A Jibboom (Bowsprit)
- B Foremast
- C Mainmast
- D Mizzenmast
- E Monkey gaff
- F Mizzen gaff
- G Mizzen boom

Sails

- 1 Flying jib
- 2 Outer jib
- 3 Inner jib
- 4 Fore topmast-staysail
- 5 Foresail
- 6 Fore lower-topsail
- 7 Fore upper-topsail
- 8 Fore topgallant sail
- 9 Fore royal

- 10 Main topmast-staysail
- 11 Main topgallant-staysail
- 12 Main royal-staysail
- 13 Mainsail
- 14 Main lower-topsail
- 15 Main upper-topsail
- 16 Main topgallant sail
- 17 Main royal
- 18 Mizzen topmast-staysail
- 19 Mizzen topgallant-staysail
- 20 Mizzen royal-staysail
- 21 Crossjack
- 22 Mizzen lower-topsail
- 23 Mizzen upper-topsail
- 24 Mizzen topgallant sail
- 25 Mizzen royal
- 26 Mizzen

The SØRLANDET was built as a training ship for the Sørlandets training ship association by the Høivold Mek. Verksted of Kristiansand. She was launched in 1927 as a pure sailing ship without an auxiliary engine. This made her an excellent sailer, her underwater lines resembling those of the famous clipper Cutty Sark. In 1959 an engine was finally installed. She sailed as a training ship until 1970 when she was laid up because of financial troubles. 1980 she was refitted, and since then she has sailed adventure cruises with "ordinary people" all over Northern Europe, and she has even visited the United States on a number of occasions.



V.L.-94

Ship Modelers Association
2083 Reynosa Dr.
Torrance, CA 90501

For Immediate Release
Monday, June 5, 1995.

Western Ship Model Conference and Exhibit

The Ship Modelers Association of Southern California is proud to announce the second Western Ship Model Conference and Exhibit. Activities will be held March 22, 23, and 24, 1996 on board the Queen Mary in Long Beach, CA.

The centerpiece of the conference will be a superb display of over 200 ship models. On Saturday technical sessions will be presented by experts in model building, ship and boat building, maritime history and nautical research. Vendors of books, kits, materials, tools and supplies will be available to show, discuss and sell their products during the conference.

On Sunday there will be demonstrations covering wood carving, numerically controlled milling of model parts, the use of a rope walk, metal casting and more. Technical session speakers will be available for round table discussions. The organizers of the Association's highly successful monthly seminar series on model building will also be available to answer questions.

Social activities will include a Friday evening reception to welcome everyone to the conference. On Saturday evening a banquet dinner with a prominent speaker will be held to conclude that day's activities.

For more detailed information, please write or call: Lloyd V. Warner, 2083 Reynosa Dr., Torrance, CA 90501. Phone 310-326-5177

SOUTH STREET SEAPORT MUSEUM

THE 5TH ANNUAL NEW YORK SHIP & BOAT MODEL FESTIVAL

AT PIER 16, SATURDAY & SUNDAY AUGUST 5 - 6, 1995, 1:00 - 5:00 PM

REGISTRATION FORM (DUE JULY 7)

Presented by South Street Seaport Museum in association with:

Central Park Model Yacht Club Empire State Model Mariners
Shiplore and Model Club of New York Ship Model Society of Northern New Jersey
South Orange Seaport Society

RULES AND REGULATIONS:

- 1) You may display only ship or boat model(s) built by yourself.
- 2) Each participant will be supplied with one 8' x 2' rectangular folding table (call if you need more tables).
- 3) You will be responsible for watching over your model(s) from 1-5 pm on each day you participate; you will be expected to display for the entire four hours. You must check in between 10 am-12 noon. Space limitations dictate that you bring no more than four models (exceptions arranged in advance).
- 4) For working boats: no arsenals or pyrotechnics, please (smoke and sound OK). Static displays only for working combat vessels, gas boats, freon subs, or fast electric craft.
- 5) There is a NO WAKE rule for the working model pond.
- 6) All participants must sign the release included at the end of this form before displaying or demonstrating at the festival.
- 7) No direct commercial sales allowed at the festival; however, participants may distribute business materials.

GENERAL INFORMATION:

- 1) There is no entry fee for this festival.
- 2) In case of rain, the festival will take place under the elevated FDR Drive immediately adjacent to Pier 16.
- 3) Limited free parking is available to model builders, based on order of received applications. One car per builder, please.
- 4) Model clubs are encouraged to participate; each will be allocated one information table. Pre-registration is required.
- 5) Museum passes and Seaport Museum Shop discounts will be available for participants.
- 6) Special events will be scheduled on the festival site.
- 7) Participants may come either or both days, however there is NO overnight storage for models.
- 8) Registration confirmation will be sent to all participants by July 20.

To Participate, return the attached form by July 7 to: Model Festival, South Street Seaport Museum 207 Front Street, New York, NY 10038. Any participating modelers' application not received by July 7 will not be included in brochure. **Note:** Those interested in selling models through the Museum shops at the festival call Jack Putnam at 212-748-8735. If you have any questions about participating in or attending this festival, please call: Model Festival at 212-748-8615.



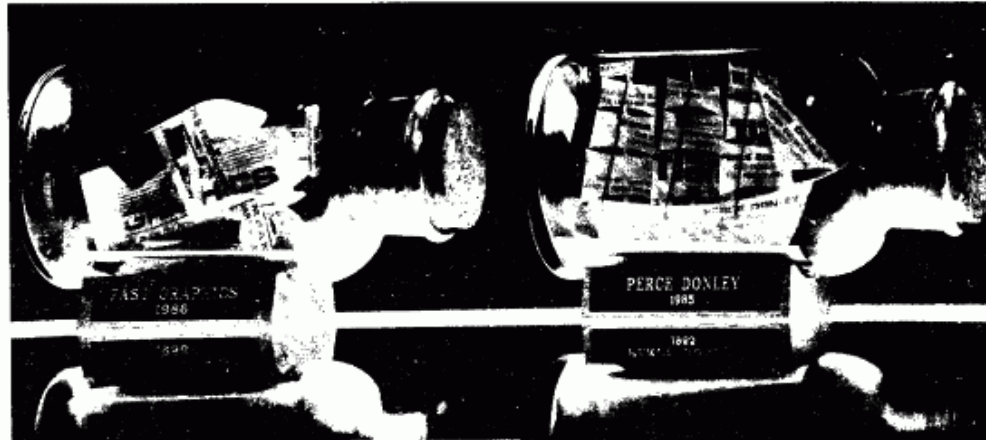
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() GOLF SHIRTS _____



The Display the Maryland Chapter is currently putting on at the Navy Yard Museum (photo left) in Washington, DC.

The twenty-five SIB's and how-to display will run until Labor Day.

The museum did a nice job putting the display together.

The mahogany display case for the Ships-in-



Bottles is an antique. The stands inside the case are birch with an aging stain. The SIB's on display are: the Constitution, a Chesapeake Bay log canoe, the Pride of Baltimore, the USCG Eagle, the Robert E. Lee, the Preussen, the Elizabeth II, the USS Boxer, the USS America, the Congress, the Vanguard, and two tiny ships in a doll bottle and a small pinch bottle. Two ships are in glass spheres: the USS Essex and the HMS Bedford Galley. There are also five ships in Christmas ornaments.

The how-to display (below) consists of sixteen steps of hull construction, masts and rigging, pouring the sea, ship insertion and erection. There are twelve photos of collapsing the masts and putting them back up.

The Maryland Chapter's Mahogany logo is also hanging in the how-to case.

Photo's and text sent in by Rick Hegge.

